

SHIPPING & WATERFRONT NEWS

BIG INCREASE IN TONNAGE DUES THIS YEAR

Tonnage dues collected on entry of American and foreign ships in foreign trade at ports of the United States during the fiscal year ending June 30, 1916, as returned to the Bureau of Navigation, amounted to \$1,454,641, compared with \$1,315,425 for the fiscal year ending June 30, 1915. The receipts from this source during the fiscal year just closed are the largest in our history, exceeding those of the fiscal year ending June 30, 1914, just before the outbreak of the European war, by \$143,882, although German and Austrian ships, which that year paid \$200,402, paid nothing this year. During the past year tonnage dues were collected on 17,346 entries of ships, compared with 13,760 entries in the fiscal year 1914. The differences in entries and receipts are due to the enormous increase in the export trade of the United States and to the substitution of slower cargo steamers for fast passenger and immigrant steamers, which comprised a large part of taxable tonnage in 1914 and a small part in 1915.

The receipts from ships in trade with Europe (excluding Belgium, Austria, Germany, and Black Sea ports), Asia, Africa, South America, and Australia amounted to \$1,322,441, or over 90 per cent of the total, on \$390 entries, as compared with \$1,165,568 on 6588 entries in the fiscal year 1914 from all Europe and other continents named. The receipts from ships in trade with Central America, Mexico, West Indies, and Canada for the past year were \$124,245 on 8450 entries, compared with \$143,136 on 8084 entries in 1914, ships from these zones paying only 2 cents per ton, while ships in over-seas trades pay 6 cents.

The receipts at New York were \$512,018, an increase of \$19,938 over 1914, Norfolk, Va., which in 1914 was the fifth port with receipts of \$45,377, this year ranks second, with \$196,918 receipts, and Baltimore third, with \$118,681. Philadelphia's receipts were \$99,878, virtually stationary, while San Francisco, with \$40,735 receipts, shows a decrease of \$11,115, all in over-seas trade. New Orleans collected \$75,967 on 769 entries in 1916, compared with \$84,164 on 743 entries in 1914. The Sabine, Tex., receipts were \$45,405, more than double those of 1914. The Massachusetts district receipts were \$85,256, a loss of \$21,900 in over-seas trade.

The general total includes \$4623 penal-tonnage taxes and \$2330 collected for the Philippine Islands fund.

POSTOFFICE TIME TABLE FOR MONTH

Following is the postoffice time table for the last half of August and the first half of September. It is subject to change if sudden arrangements are made for unexpected mail services.

Steamers to arrive from—	
17—Ventura	Sydney
18—Niagara	Sydney
21—Sierra	San Francisco
22—Lurline	San Francisco
25—Nippon Maru	Hongkong
26—Ecuador	San Francisco
29—Wilhelmina	San Francisco
September	
1—Tenyo Maru	San Francisco
5—Sonoma	Sydney
5—U. S. A. T. Sheridan	Manila
5—Shinyo Maru	Hongkong
5—Manoa	San Francisco
6—Niagara	Vancouver
11—Ventura	San Francisco
12—Matsonia	San Francisco
14—U. S. A. T. Sherman	San Francisco
15—Makura	Sydney

Steamers to depart for—	
August	
17—Ventura	San Francisco
18—Niagara	Vancouver
21—Sierra	Sydney
23—Matsonia	San Francisco
25—Nippon Maru	San Francisco
26—Ecuador	Yokohama
29—Lurline	San Francisco
September	

1—Tenyo Maru	Hongkong
5—Sonoma	San Francisco
5—U. S. A. T. Sheridan	San Francisco
5—Shinyo Maru	San Francisco
6—Wilhelmina	San Francisco
6—Niagara	Sydney
11—Ventura	Sydney
12—Manoa	San Francisco
15—U. S. A. T. Sherman	Manila
15—Makura	Vancouver

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HARBOR NOTES

The O. S. K. steamer Panama Maru, hence August 7, arrived at San Francisco Tuesday.

The Matson power schooner Annie Johnson arrived Tuesday at Port Allen.

The schooner Oceania Vance sailed Tuesday afternoon from Kahului for Port Angeles.

The next mail from San Francisco will come Monday morning on the Oceanic steamer Sierra.

The inter-island steamer Helene arrived here this morning from Hawaii ports with cattle and wood.

The next mail from San Francisco will go Thursday evening at 7 o'clock on the Oceanic steamer Ventura sailing from Pier 10.

The schooner James Johnson, which brought a cargo of coal from Newcastle to Port Allen, left that port Tuesday for Puget Sound.

The schooner Sophie Christensen, which recently arrived at Antofagasta with a cargo of lumber, will load nitrate at Chile ports for Honolulu.

John K. Clark, manager of the local office of Hind, Rolph & Co., left for Kauai on the Kinau Tuesday and will return Friday on the same vessel.

The T. K. K. steamer Nippon Maru sails from Yokohama Tuesday for Honolulu and San Francisco. She will bring mail and is due here August 25.

The Maui reported the following sugar waiting shipment on Kauai: Kilauea, 3615; Kealea, 48,000; Makaewell, 47,277; Koloa, 6248; and Maurye, 25,469.

The Lewers & Cooke schooner Alice Cooke finished discharging her cargo of lumber and will probably sail today for Port Townsend to load lumber for this port.

Furness, Withy & Co., ship owners of Liverpool, are reported to have placed orders for six high class cargo steamers of a deadweight carrying capacity of 8000 tons each.

The Gaston, Williams and Wigmore Steamship Company, capitalized at \$5,000,000, has been formed to enter the trans-Pacific trade from New York to Vladivostok via San Francisco.

On the next trip of the Inter-Island steamer Mauna Kea she will call at Mahukona, Hawaii, before Kawaihae and then proceed to Hilo. Formerly she called at Kawaihae first.

The four-masted Ship Falls of Clyde, which brought a cargo of oil here for the Associated Oil Company, is expected to leave today for San Francisco with a cargo of molasses.

The T. K. K. steamer Nippon Maru will arrive here Tuesday from Yokohama August 25 and sail for San Francisco August 26. For Honolulu she has 1030 tons of freight and 243 passengers.

The Matson steamer Haydes, which arrived here Tuesday from San Francisco with a full cargo for island ports, will sail for Port Allen, Kaunapali, Kahului and Hilo Thursday night.

The Nippon Yusen Kaisha line has now 92 vessels with a total tonnage of 430,000. The fleet will be augmented by nine new vessels during the present year, giving an additional tonnage of 54,800.

According to proclamations issued by the governor-general of the Commonwealth of Australia, the importation and exportation of any goods packed in sacks or bags, if the weight of the entire bundle exceeds 200 pounds, is prohibited.

From Kauai ports the Inter-Island steamer Maui arrived in port this morning with 15 cabin and 54 deck passengers. Her cargo consisted of 4000 bags of sugar, three polo ponies, 52 boxes of pears and 46 packages of sundries.

According to the Federal Wireless the Oceanic steamer Ventura was 479 miles from Honolulu, northbound, at 8 o'clock Tuesday evening. At 8 this evening she will be only 129 miles from here and will therefore arrive off port very early Thursday morning.

The war has inflicted heavier loss on

LARGE MAIL ON SIERRA DUE MONDAY

According to a radio received this morning by C. Brewer & Co. from the Oceanic steamer Sierra, which left San Francisco at 2:30 Tuesday for Honolulu and Sydney, there are on board 72 passengers and 681 bags of mail. Freight for Honolulu is 98 tons and packages of express 113 pieces.

She will arrive here Monday, August 21, at 7:30 a. m. and sail for Sydney and way ports the same afternoon, between 2 and 3 o'clock, from Pier 10.

So far only one passenger has booked for the trip from here to Sydney.

PASSENGERS ARRIVED

Per I. I. str. Maui from Kauai this morning—Miss Gardner, M. H. Drummond, W. D. Yeager and wife, Dr. Hoffman, K. Makino, Master Yoshimatsu, S. Matsuda, Miss B. Muller, J. J. Parao, C. L. Hall, R. B. Lupton, M. G. Santos, H. Alexander, E. Erikson.

PASSENGERS DEPARTED

Per I. I. str. Mauna Kea for Lahaina and Hilo, today at 10 a. m.—A. W. Collins, F. F. Baldwin, John Hind, Henry Beckley, J. Melnecke, A. C. Smith, E. W. Sutton, Mrs. Jennie Holt, Miss Mollie Cummings, Sherry Tyau, W. S. Lang, Mr. and Mrs. J. H. Boie, A. Benham, A. H. Case, R. R. Raymond, Jr., Mrs. F. F. Williams, Miss Alice E. Mudge, Mrs. A. B. Costa, Mrs. F. F. Baldwin, Mrs. Kittredge, A. S. Hitchcock, A. E. Hitchcock, Miss Eliza Smythe, Mrs. Rose Kepo, Miss M. E. Dale, Miss Della Koller, Miss Beth Pratt, Miss L. Murray, W. J. Markham, Miss E. Hussey, Mr. and Mrs. K. Y. Yee, Fred Awana, Ah Won, S. Miyamoto, H. C. Waldron, I. Kurakawa, A. Y. Yee, J. H. Wilson, P. R. Bartlett, J. N. S. Williams, V. A. Carvalho, Miss G. Carvalho, Miss V. Carvalho, A. Nelson, N. J. Jarrett, Warren H. Colson, W. A. Bryan, K. Hashimoto, Adit, C. A. Sabine, Ensign R. Payne, Amelia Bruno, Annie Ah Wong, Elizabeth Santiago, Angelle Quinn, Myra Mydell, Violet Westcastle, Lola Rodriguez, May Saunders, Alice Brady, Henriette Ortiz, Ida Bush, Hannah Hokahu, Charlotte De La Nux, Myrtle Brown, Ellamilla Martelino, Maggie Mardonado, Pollyanna, Mr. and Mrs. J. C. Lewis, E. W. Conant, Ernest Moniz, S. Sate and wife.

PASSENGERS EXPECTED

Per Matson steamer Lurline, due here August 22: Miss Kate M. Aherton, Mrs. Donald McLennan, Mr. and Mrs. E. A. Priddy, Dr. and Mrs. Willard Mountain, W. I. Howard, Ernest Olney, J. O. Yapp, W. H. Freed, J. McCrilles, Earl L. Corson, Mr. and Mrs. H. W. Havercamp, Miss Anna Tong, Miss A. Harte, Dr. M. E. Grossman, J. Howard King, Miss Frances Lycan, Mr. Davis, Miss Gertrude B. Judd, Miss Eliza Cramer, Mrs. J. M. O'Connor, Miss N. Hatch, Sister Benedicte, Sister Lidwina, Sister Faltina, John Lahn, Mr. Hughes, J. Kenny, Miss McDermott, Miss Mary Bayless and party, J. W. Holland, Mr. and Mrs. C. W. Merritt, Mr. and Mrs. G. A. Andrus.

The Norwegian shipping in relation to its size than on the British shipping. All Norwegian vessels are required by law to insure with the Norwegian Mutual War Insurance to which all Norwegian shipowners have to contribute. The company in the past month has lost 8,000,000 kroner.

The American-Hawaiian steamer Mexican arrived here this morning from San Francisco to load sugar. This is her last trip to the islands for sugar until next November or December. She will sail for Port Allen, Kaunapali and Hilo Thursday evening and leave Hilo for San Francisco about August 24.

The steamers Great Northern and Northern Pacific have made some wonderfully fast runs between Flavel and San Francisco; in fact, in the matter of speed they have exceeded the most sanguine predictions of their builders and owners. It is doubtful if the Northern Pacific's run of 22 hours and 34 minutes from the Columbia river lightship to San Francisco will be bettered for many years.

According to a cable received this morning by Castle & Cooke, the Matson steamer Lurline, which left San Francisco Tuesday, will arrive here Tuesday morning, August 22, with 779 tons of freight for Honolulu and 1539 tons for Kahului, a total of 2318 tons, which is one of the largest cargoes. If not the largest, that the Lurline has ever brought from San Francisco to the islands.

The bark Star of Holland, Capt. Peter Gunderson, which has recently been making exceptionally fast time, arrived here Tuesday afternoon from Galeta Buena, Chile, with a cargo of nitrate for the Hawaiian Fertilizer Company. Last night she was fumigated and entered port this morning, docking at Pier 17, where she will discharge her 3300-ton cargo. She made the trip up in 39 days. She arrived at Galeta Buena from Australia, making the run in 35 days.

MAY STRAIGHTEN HARBOR CHANNEL IN NEAR FUTURE

U. S. Engineer's Office Hopes to Dredge Away Dangerous Reef and Cut Out Bend

A possibility exists that the \$106,800 appropriation made by Congress for continuing the improvement of Honolulu harbor will be used to straighten the harbor-entrance channel, cutting out the "present dangerous bend" at Beacon 3, opposite the Fort Armstrong military reservation. If permission can be secured from Washington, Lieut. Col. R. R. Raymond, U. S. engineer for the Hawaiian engineer district, and departmental engineer, will use the money for dredging away the Waikiki reef which now makes it necessary for pilots bringing vessels into port to steer them around the bend at Beacon 3. Doing this brings ships dangerously near the west bank.

This improvement, if accomplished, will make the channel extend in a straight line from the entrance to the inner harbor and will make navigation much safer, not only for incoming vessels but outgoing as well.

The east reef of the channel varies from 35 feet under water at the Waikiki edge of the present channel, to 12 feet at the east dredging line. The projected improvement will give a depth of 35 feet clear to the dredging line and eliminate this dangerous reef, to avoid which the Matson liner Lurline ran aground while returning from Kahului about a year and a half or more ago, on a Sunday morning, while rounding the bend at the most dangerous part of the reef. The Lurline ran aground on the west bank, while trying to avoid the reef on the east bank. She was aground several hours, but was not damaged.

Work of dredging in the vicinity of the quarantine wharf is expected to commence some time next month. A. H. Hobart, who will be resident agent for the contractors, the Standard American Dredging Company, arrived on the Matsonia Tuesday and is taking borings where dredging is to be done on this contract. He is also arranging to bring dredges here and have the work begun.

It will be about three months before plans and specifications for the Kahului west breakwater will be out. An appropriation of \$250,000 for the breakwater and \$10,000 for maintenance has been made by Congress, as announced by the Star-Bulletin yesterday.

The west breakwater will be about 2600 feet long, of rubble-mound construction, same as the present Kahului east breakwater and the Hilo breakwater now building. It will extend out from the west bank of Kahului harbor, and will complete the government's plans for making that port safe for vessels of all kinds. Bids will be advertised for after plans and specifications are finished.

BIDS FOR CARNIVAL POSTERS, CARDS AND STICKERS OPENED

Bids on the Mid-Pacific Carnival posters, postcards and stickers were opened at the office of the Hawaii Promotion Committee today at noon. Emil Berndt of the Mid-Pacific Carnival and T. Hardy, secretary, were present. The announcement of the bids will be made before the board of directors, but when the bids were opened today it was found that the coast bidders had as a rule named prices under the local printing houses.

The steamer Chilchdale, formerly the Mexican steamship Pueblo, has been admitted to American registry under the act of August 18, 1914. Its gross tonnage is 1430 and net 969. The total number of foreign built vessels admitted to American registry under that act is 187 of 623,717 gross tons and since June 30, 1916, only three of 1646 gross tons.

To teach domestic science in rural regions a Kentucky school official has mounted a two-room house on wheels, and takes it around his territory.

WANTED

TOO LATE TO CLASSIFY

A male stenographer for country bank. Address: Box 589, Honolulu. 6555—tf

HELP WANTED

Strayed from Hon. Dairymen's Assn., 2 horses, 1 black and 1 gray. Suitable reward. 6555—tf

NOTICE

OAHU CEMETERY ASSOCIATION

The annual meeting of the Oahu Cemetery Association will be held at the office of the Hawaiian Trust Company, Limited, No. 120 South King Street, Honolulu, T. H., on Wednesday, August 30, 1916, at 9 a. m., for the election of trustees for the ensuing year and for the transaction of any business of the Association.

All lot owners are requested to attend. H. H. WALKER, Secretary, Oahu Cemetery Association. 6555—Aug. 16, 21, 28

FEAR OF STRIKE STILL AFFECTS STOCK MARKET

Doubts relative to the outcome of negotiations for the averting of a great railroad strike continue to dominate all other sentiment in the local stock market and tend to weaken prices for sugar stocks. This was evidenced by the report covering the dealings on the stock and bond exchange for the day.

Between boards 195 shares of Olau sold at \$17.25 and at the session 370 shares for \$17. Onomea was \$55, Wai- alua \$25.50, San Carlos \$16 and Hawaiian Commercial \$49.50. In the face of lower sugar stocks Hawaiian Pine-apple advanced to \$48.

In bonds \$10,000 Oahu 6s sold for 109 and \$20,000 Olau 6s at 102 1/2.

Activity in unlisted stocks continued. Sales of Mountain King were largest for the day, 2000 shares at 60 cents. Other sales were Honolulu Oil, 1000 shares at \$3.40; Mineral Products, 1000 shares at 55 cents, and Tipperary, 500 at 10 cents.

Honolulu Stock Exchange

Wednesday, August 16.

MERCANTILE—	Bid.	Asked.
Alexander & Baldwin	290	300
C. Brewer & Co.	400	410

SUGAR

Ewa Plantation Co.	34 1/2	34 1/2
Haiku Sugar Co.	250	260
Hawaiian Agr. Co.	49 1/2	49 1/2
Hawaiian C. & S. Co.	44	44 1/2
Hawaiian Sugar Co.	10 1/2	10 1/2
Honolulu Sugar Co.	21	22
Hutchinson S. Plant. Co.	22 1/2	22 1/2
Kahuku Plantation Co.	12	12 1/2
Kekaha Sugar Co.	31 1/2	32
Koloa Sugar Co.	17	17 1/2
McBryde Sugar Co., Ltd.	53 1/2	55
Oahu Sugar Co.	15	15 1/2
Olau Sugar Co., Ltd.	47 1/2	48
Onomea Sugar Co.	20 1/2	21
Paahau S. Plant. Co.	127 1/2	128 1/2
Pacific Sugar Mill	190	200
Papaia Plantation Co.	20 1/2	21
Peepee Sugar Co.	100	110
Pioneer Mill Co.	100	110
San Carlos Mill Co., Ltd.	15	16
Wai- alua Agr. Co.	35	35 1/2
Wailuku Sugar Co.	100	110

MISCELLANEOUS

Endau Devlpt. Co., Ltd.	1st Issue assessable, 50% Pd.	100
1st Issue assessable, 40% Pd.	100	100
Haiku F. & P. Co., Ltd.	100	100
Haiku F. & P. Co., Ltd.	100	100
Hawaiian Electric Co.	47 1/2	48
Hawaiian Pineapple Co.	100	100
Hon. Gas Co., Ltd.	100	100
Hon. R. T. & L. Co.	100	100
Inter-Island S. N. Co.	100	100
Mutual Telephone Co.	100	100
Oahu R. & L. Co.	100	100
Pahang Rubber Co.	100	100
Selma - Dindings Plantation, Ltd.	15	15
Selma - Dindings Plantation, Ltd. (49% Pd.)	9	9
Tanjong Olok Rubber Co.	100	100

BONDS

Hamakua Ditch Co. 6s.	100	100
Hawaiian Irr. Co. 6s.	100	100
Haw. Ter. 4% refund, 1905	100	100
Haw. Ter. 4% Pub. Imps.	100	100
Haw. Ter. Pub. Imp.	100	100
Series 1912-1913	100	100
Haw. Ter. 4 1/2%	100	100
Haw. Ter. 4%	100	100
Haw. Ter. 3 1/2%	100	100
Honokaa Sugar Co. 6%	97	97
Hon. Gas Co., Ltd. 5s.	104	104
Hon. R. T. & L. Co. 6%	102	102
Kaunai Ry. Sugar Co. 6s.	101	101
McBryde Sugar Co. 6s.	105	105
Mutual Telephone 5s.	105	105
Oahu R. & L. Co. 5%	108	108
Oahu S. Co. 6% (redeemable at 103 at maturity)	102	102 1/2
Olau Sugar Co. 6%	102	102 1/2
Pacific C. & Fert. Co. 6s	100 1/2	100 1/2
Pacific Sugar Mill Co. 6s	100 1/2	100 1/2
San Carlos Mill Co., 6%	100	100

Between Boards: Sales: 100, 25, 20, 50 Olau, 17 1/2; 10, 20 Onomea, 55; 30, 30 Hawaiian Pineapple Co., 48; 10; 000 Oahu Sugar Co., 109; \$3000 Olau 6s, 102 1/2.

Session Sales: 200, 50 Olau, 17; 10 Wai- alua, 35 1/2; 100, 20 Olau, 17; 5 San Carlos, 16; 5 H. C. & S. Co., 49 1/2.

Latest sugar quotation: 96 deg. test, 5.64 cts., or \$112.80 per ton.

Sugar 5.64cts

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